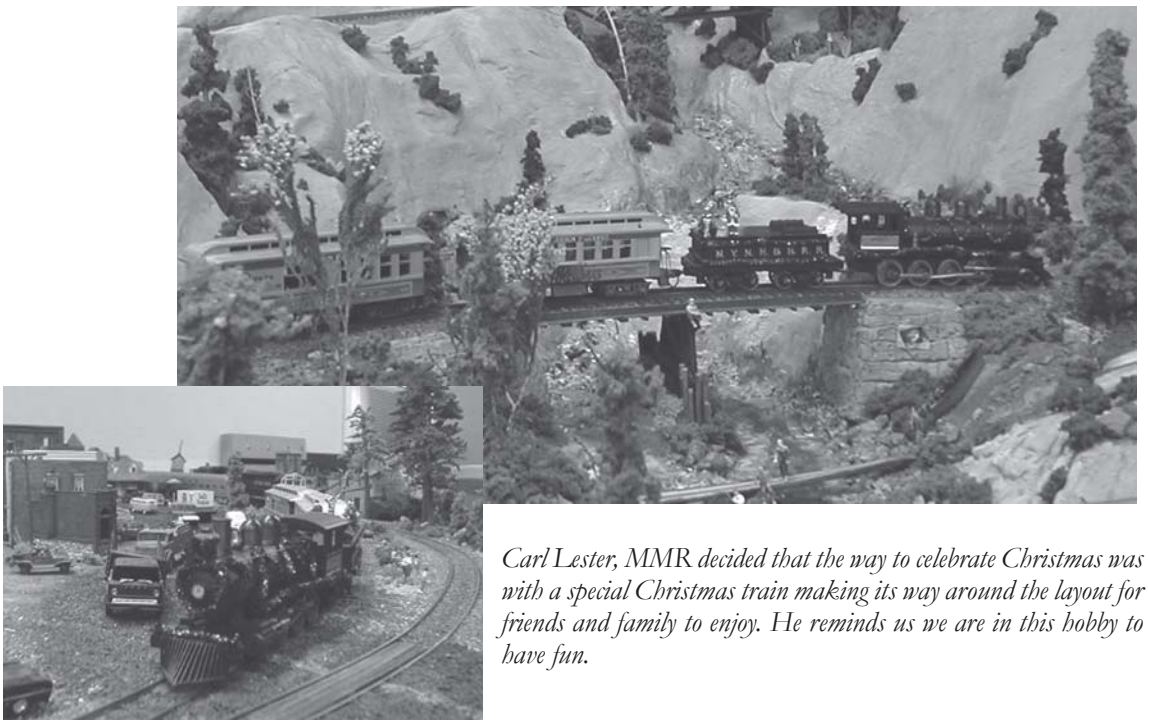
The Marker Lamp

Volume 53 Number 1 Winter 2006



Carl Lester, MMR decided that the way to celebrate Christmas was with a special Christmas train making its way around the layout for friends and family to enjoy. He reminds us we are in this hobby to have fun.

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The Marker Lamp

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Volume 53, Number 1

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

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Articles appearing in **The Marker Lamp** are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of **The Lone Star Region** or **The National Model Railroad Association**.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided.

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President's Message

by Jerry Schoenberg, MMR

Hi All,

Let's get started: It has been amazing to me, how much TS (Train Stuff) is purchased and never sees a piece of track or a layout. This is good news for hobby shops, but it is perhaps a source of frustration for some. If this message causes one of our hobbyists to start a layout, I feel it is a success. It is a New Year—what a great time to get started.

I have heard many excuses as to why getting started does not happen. It is sometimes too easy to procrastinate.

I don't have the ability. Trust me; you don't have to have a great talent to build a model railroad. If you are willing to devote time, ask for help, and read a little bit, you can perform all of the required skills.

I don't have the time. The neat thing about a model railroad is that there is no schedule. If you devote a full weekend one week and only 15 minutes the next, you are making progress.

It is too late in life to start now. I suggest that starting now is just what you need. You will get exercise, work your brain and eliminate boredom. If you don't finish your layout, what have you lost? You have gained a lot.

I don't have enough room. A model railroad can be achieved in a very small space. Consider a chosen modeling scale, a modular club, or a bookshelf switching layout. Perhaps your first effort is a section for your layout that can be enlarged when that bedroom becomes available, build a carport, or clean out the garage.

I can't afford a model railroad. This may certainly be the case, and many things must be placed economically ahead of model railroading. I can tell you, however, that many a layout has been built from scrap lumber picked up at a construction site. There is always a way if the desire is there.

So, now that you have read through all the reasons not to start, you need a **PLACE** for the railroad. Are you going to use a wall in a bedroom? Can you go through a closet to the next bedroom? Is there a place for a purchased outbuilding? Can you use part of the garage?

Now it is getting a little exciting! You now need to work on a **PLAN**. First, what do you want to do on your railroad? Do you want to run trains through scenery, operate with minimal scenery, do switching only, or maybe operate and run trains? Do you want to keep the layout high for best viewing or low for children, etc.? What scale will you use? All these thoughts will determine your next step.

Step three is to get some graph paper and put your desires into a **Track Plan.** You can "steal" ideas from other layouts, borrow some track planning books, ask friends for input, and always keep your plan in mind. As you progress in this step, you will need to pick your track and turnout source and decide whether to throw your turnouts electrically or manually. Please note, at this point, you have not had any deadlines, and you have not spent any money.

Step four may be the **Painting** of the background behind your layout a sky blue and adding a few clouds. If needed, add **Lighting** using track lights, etc. The great thing about **Bench work** is that it requires no perfection. You are not building furniture. It has to be rigid and for the most part "flat". Again, an inexpensive book available at your hobby shop will point out all the "tried and true" procedures of L-girder construction, homasote, and roadbed.

With your track plan in hand, you can now start laying **Track**. Draw your plan on the roadbed and follow the simple guidelines available in the literature. In my experience, the phase that worries most first layout modelers is **Electrical**. The good news is that wiring a model railroad has never been easier. The hardest job is deciding on a Command Control system. I recommend that you actually try different systems before you purchase. Things to consider are: **#1** Do you like the throttle?, **#2** Which one of the 3 or 4 leading suppliers do you like?, **#3** Do you want to use wireless throttles?, and **#4** Is the documentation easy to understand? With the DCC system in hand, the available documentation will show a simplified wiring procedure.

Scenery is, by far, the simplest step and can be the most rewarding. It is a little messy, and you might want to experiment with coloring, but you will be surprised how well your first attempts will look. Available products are never ending. Pick a leader and follow the directions.

Last, but not least, you will want to add some **Structures**. Once again, you can do this at the speed, expense, and time consumption that you wish. Temporary cardboard boxes will work. You can then choose from ready built plastic kits, wood kits, scratch supplies, kit bashing, etc.

I hope I have urged you to get that TS out of the closet and **GET STARTED**.

By the way, a place to get a lot of ideas is at the Lone Star Region Convention. Mark down June 6-10 on your calendar. It is in Round Rock, Texas. Division Director Bob Alston and his team have put together a great program for all members of the family. Look for the information on the LSR Convention website.

View from the Spar Pole

By Chuck Lind, MMR

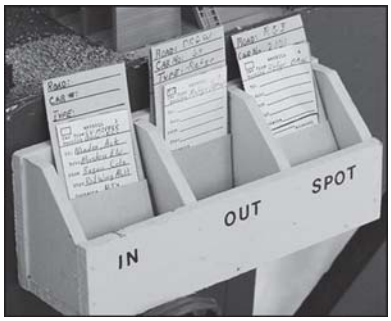
The holidays have past and as always Santa was very good to me. I was able to spend some time in the train room making switches and getting some additional track laid. Laurie and I also made a trip back over to Long Leaf to do some more research and take additional photos at the sawmill/museum over there. They have been very busy completing several projects. The grounds have really been improved and many of the buildings have been repaired.

I also did some planning during this time, taking several kits (yes, I do build some kits) to my workbench in the house. I was scheduled for some minor knee surgery after the holidays and I would not be able to climb the stairs to the train room. Well, the surgery went fine and you would be surprised how many projects you can build and kits you can assemble when you work 10 hours a day on the railroad. I now have to place several new structures and lay some additional industrial track to some new industries.

It's Happening in Round Rock!!

What's going on in Round Rock? Only the most exciting Lone Star Region model railroad convention that the area has seen in years. You will not want to miss it. The festivities begin on June 6 at 5 PM and run through the 10th at the beautiful Wingate Inn and Williamson Conference Center. There will be thrills and enjoyment for rails and non-rails alike.

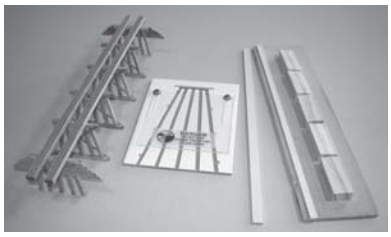
Wednesday evening, June 6th, will begin with your first time to make a decision. It will be a tough choice between going to play on one of the fine operations-oriented layouts in the Austin area or hearing several of the best clinicians the LSR has to offer. Either way, you won't be disappointed.



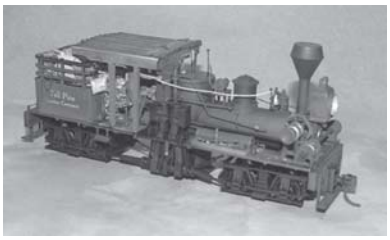
Now let's suppose you choose the opportunity to go operate on one of the amazing operating layouts in town. You will have a choice of six layouts as of press time. This is where pre-registration will come in handy because the operator slots will go first come, first served. A $10 refundable deposit will be required for each evening that you operate. You'll want to take this chance to work on the road on Jack Merkel's low keyed Lone Star and Sante Fe; Chuck Ellis' incredibly scenic Great Northern; Kim Saign's wonderfully smooth Burlington Northern 'N' scale layout; Edmar Weinskowski's fascinating electronics on his Sante Fe layout; or Tom Pearson's easy-to-run layout. All of these terrific layouts are worth the effort and will give you an excellent reason to come on Wednesday. After all, the places will fill fast on both Friday and Wednesday evenings.

So operations isn't your bag. No problem. One of the highlights of the Hill Country Special is the "Learn to Operate (Better)" focus. Mike Barrett has cleaned and spruced up a section of David Barrow's Cat Mountain and Sante Fe version 2 and made it just what the conductor ordered to learn how to spot those cars. The layout will be available throughout the convention for reservations or drop-ins to begin the low-stress learning process of operations. Our Non-rails will even be given closed session classes so that the rails can't harass or jeer at them. Hopefully, this layout will help our spouses get a glimpse of why we are willing to travel great distances to "play trains". So you have operated a little bit, but don't feel too confident yet? This is a great chance to gain a greater comfort level in a slow and easy manner. Our goal with the South Plains District layout is to teach those that don't know how, and to increase the abilities and enjoyment of those that have done it before.

Another option for fun is to let several incredibly talented men and women tell you some of the things that they have found to make their life easier and layout more ready for the cover of *Model Railroader*. Some of the clinicians you will be looking forward to are David Barrow, Tommy Holt, Bob Barnett, Jim Packer MMR, Rob Richmond, Duane Richardson, Chuck Lind MMR, and Tracy Mitchell MMR to name but a few. A sampling of the subjects you can anticipate are Timetable and Train Orders, MoPac mail trains from St. Louis to Texas and sound decoder installation in steam locomotives. There will be the practical classes like "You Can Scratchbuild Too" and hands–on classes on soldering and trestle building. Harold Bryant will show you how to make soldering easy. This class will have an extra fare of $20, which will provide you with a soldering iron and all the supplies you'll need for the clinic and for starting to practice at home. Mike Barrett's trestle building clinic is one that is very practical. Don't get to thinking that you have no need for trestles because every layout, mountainous or flatland needs to cross creeks or rivers. Mike's extra fare clinic will have you making a trestle from the Black Bear jig that is yours to keep as part of your small $33 investment. If you already have a HO Black Bear jig, bring it to get the discounted $9 fare. Take my word you will walk away from this one thinking you would have been willing to pay more. I thought that!



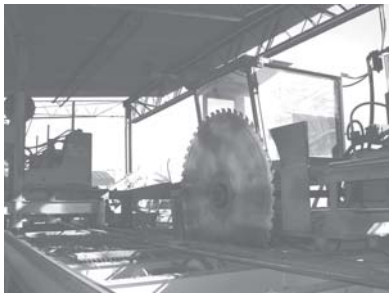
On Thursday, take the chance to enter those expendable supplies, buildings, locos, cars or anything else in the LSR Silent Auction. Chairman Jack Merkel will gladly show you how to bid and will eagerly register your entries. There will be over two full days to scout out those remarkable deals that you can't live without. Closing will be in the morning on Saturday with settlement in two shifts on Saturday afternoon. The two shift settlement may seem to be a bit inconvenient, but it really makes you happier in the end. So dig through the boxes and bring those items that you don't want or need any longer. Turn them into cash at the Silent Auction.



During the convention, you will have the chance to enter your best work in the Contest. This is an excellent way to start working toward the prestigious Master Model Railroader award. As the former editor of *Scale Rails* told me at the Cowtown Limited, the LSR has some great modelers. Don't miss the chance to enter the competition, duke it out with some excellent modelers and improve your skills. Even if you don't enter the contest, you'll still be allowed

in the room to gawk and drool at the exquisitely detailed entries. Go by the Contest room often because you can't appreciate the complexity of these models with just one pass through.

Buses will board on Thursday morning for the first of two prototype tours we have arranged for the conventioneers. Note that both of these tours require sturdy, closed toed shoes and long pants. Thursday's tour will be to two different sawmills in the Bastrop area that use a couple of different technologies to turn hardwood trees into useful product. This event will give the narrow gauge modelers a glimpse into how a sawmill works. It is sure to be a sell out with only 27 seats available, so sign up quickly by pre-registering.



Our second industrial tour will be boarding the air-conditioned busses on Friday morning for a busy day at the Lower Colorado River Authority Coal car maintenance facility in historical Smithville. This town was a vital part of the Katy system for many years. The shops will be quiet on the day of our tour which will allow us a more up close and personal view of the operations. We will be treated to a video of how the LCRA coal burning, electric generating plants operate and how rail service is vital to keeping power production at its peak. If time permits, a visit to the museum or the Katy House Bed and Breakfast may be possible. Both have significant historical value and will be quite intriguing. Again, this tour will have limited seating, so hurry and sign-up early.

Be sure and arrive in Round Rock early enough to hear the "all aboard" as the convention moves to a ride on the Bertram Flyer. Our train ride, which is included in the convention registration, will depart at 6 PM from the Cedar Park depot after you travel the short eight miles to get there. If transportation is a problem, kindly let one of the Hill Country Special staff know and we will arrange to have a ride to take you to the train. As you are well aware, June in Central Texas can be very hot, so to insure your comfort there will be air-conditioned lounge cars available. For a mere $15 you can ride in the cool and roominess of the first class car. This will be a highly desirable upgrade and it too is of limited quantity. Sooo……

As you board the train, you will be given a box supper of a turkey or roast beef sandwich, chips, pickle spear and a cookie, as well as your choice of soft drink or water. After supper, sit back and enjoy the gentle sway of the car as the Alco locomotive makes its way to the newly remodeled Bertram depot. Upon arrival to this quiet little town, you will have the opportunity to savor a drink and a bit of dessert at the station as the train turns for the relaxing journey homeward. Keep you eyes open for wildlife and other unique plant life as we drift back gently along the rails. This will truly be an evening of luxurious pleasure.

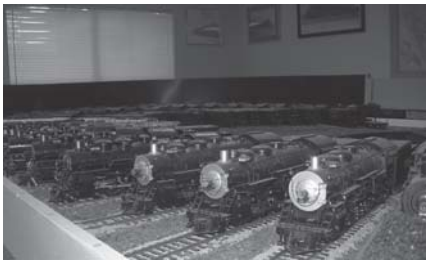
So you're not a railroader and the thought of touring layouts all night doesn't thrill you, but sitting in your room alone doesn't make you happy either? Come join the non-rails for a fun night at the movies. Check the movie marker for what's showing and movie times. Come comfortable- PJs are just fine! Drinks and popcorn provided.

Another non-rail activity to look forward to is a Moment in Time. A brief history of the Harvey Girls will be given as well as a discussion of the fine dining that could be enjoyed on the rails. Of course there will be several opportunities for shopping. We'll be caravanning to beautiful, historical Salado for a day of special shopping. We can compare our bead necklaces we'll be making to the ones for sale in the shops! We'll meet for a leisurely lunch together, finish up with our shopping and then head back to Round Rock in plenty of time to freshen up before dinner. If this isn't enough for you, the newly opened Round Rock Outlet Mall is only a few miles north of the hotel.

Saturday evening after the banquet isn't going to be your ordinary Bingo night! Bunko! Chicken Foot! Farkle! We are going to jazz up the fun. Come early and help decide the game(s) of the night.

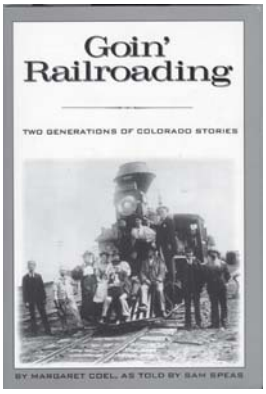
Plan now for some exciting how-to clinics. One such clinic will be "Let's BEAD"! Patti Bullard will be teaching a make and take clinic on the fine art of beading jewelry. Patti is an expert in this field and even hand blows many of her own beads for her works of art. We will be making a crochet wire-beaded necklace. There will be a small fee of $5.00, but the cost is well worth it as these necklaces sell in specialty shops for $40 to $60. We are also busy working out the details so we can actually have Patti give a glass blowing bead demonstration!

Don't miss the Quilling Clinic. This fun art form will be hosted by Donna Alston. With a simple tool and a strip of thin paper, learn how to make simple to complex designs by just twirling. We will be making a woven basket and flowers in this project to add a unique touch to that special card. Tagging on the Quilling clinic will be the Card Making Clinic. It's all the rage. Talk about self expression! From simple cut and paste to special stamping techniques, we'll have a pro available, along with all the materials needed, to help you let your imagination run wild. Make one or make a few, it's entirely up to you. More clinics are in the making. Stay turned for up dates on a fun filled weekend. Model Railroaders aren't the only ones who can have fun.



One highlight of the convention will be the self guided layout tour. On Friday and Saturday, many of the finest layouts Central Texas has to offer will be open for you to enjoy. At this point there are 14

layouts that have committed with many more in negotiations. Some of the great layouts you will want to see are owned by David Nicastro, Chuck Ellis, Edmar Weinskowski, Jack Merkel, Frank Glassl and Steve Nelson to mention only a few of them. Maps and directions will be a part of your registration packet. So plan on putting your new friend in the navigator's seat and a few others in the back seat and go get some ideas on how to make your layout better or even learn some things you want to do on the one in the planning stages. It will be fun!



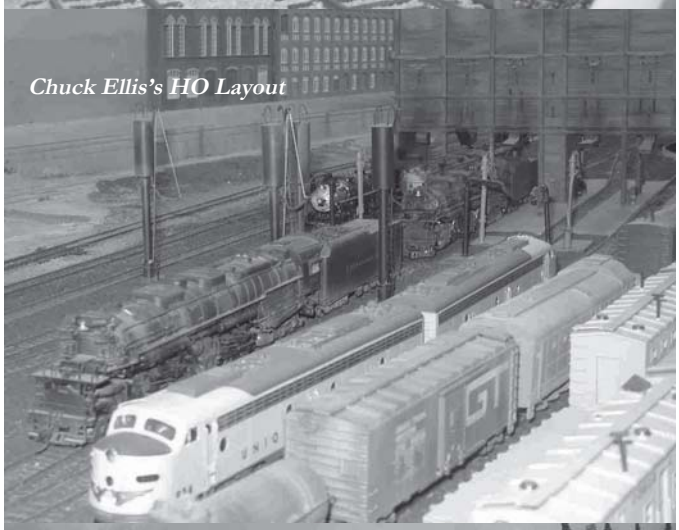
This year we are honored to have a speaker who will surely appeal to rails and non-rails alike. She is a *New York Times* award winning mystery writer and highly regarded by her colleagues as one of the best. She also has a railroading heritage. Both her father and grandfather were career railroaders on the Denver, South Park and Pacific Railroad, and Margaret Coel, our speaker, has recorded many of these tales in her book, *"Goin' Railroadin'."* We will be treated to a slide program as she takes us into the mountains of Colorado and tells us the stories of adventure on the railroad. It's sure to be an evening that will keep you on the edge of your seat.

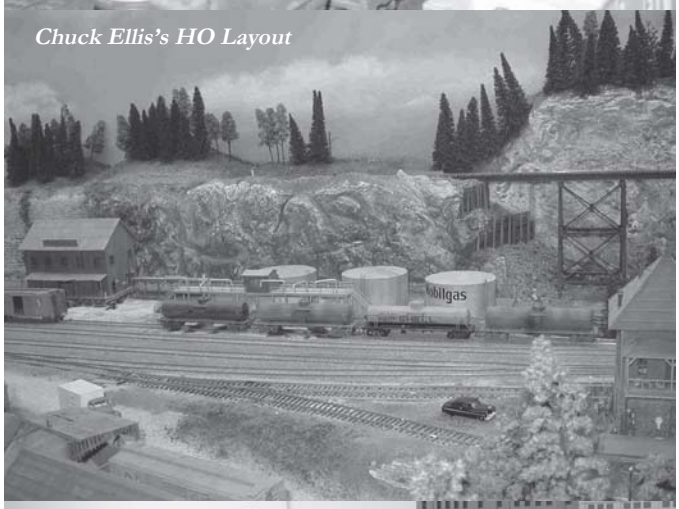
Our door prize committee is hard at work gathering gifts from many vendors nation wide. It is their goal that everyone who comes to the Hill Country Special will go home with a prize. Of course gifts are great, but one should be properly adorned for such an exciting five days of adventure. The better dressed at the convention this year will be sporting a beautiful, official Hill Country Special denim or blue golf shirt. They are only available to those that make their purchase before the convention. So be among the stylish and register early and mark your size on the back of the registration form.

So you're ready to sign up? Just fill out the registration form on the next couple of pages and send it in to our Registrar, Kennedy Gauger, at the address on the page. Be sure to keep yourself current on what's going on each day or get registration forms by checking the Hill Country Special website – www.hillcountryspecial.org. Please note that the complimentary use of the meeting rooms is linked to our meeting a guaranteed number of guest rooms used. Please stay at the convention hotel, or happily pay the $25 surcharge for helping defer expenses incurred should we not make our minimum room guarantee. We're looking forward to showing you a good time in Round Rock!

Jack Merkel's HO Layout

Frank Schmidt's O Scale Layout


Chuck Ellis's HO Layout


Chuck Ellis's HO Layout

Jack Merkel's HO Layout

Division 4 of the Lone Star Region NMRA
presents the

Hill Country Special

Lone Star Region Annual Convention
June 6-10, 2007

www.hillcountryspecial.org

EARLY REGISTRATION ENDS APRIL 20, 2007

Name: _____ ☐ First time attendee?
Address: _____ ☐ Handicap access needed for train?
City: _____ State: ____ Zip: _____
NMRA#: _____ Expiration Date: _____
E-mail: _____ Phone Number: _____

Name on ID Badge (print clearly): _____
Spouse and Other Attendees: _____

Regular registration is **$85**§. After April 20, 2007 the registration cost goes to **$95**. There will be an additional charge of $48 for non-NMRA or non-current members. Non-members can become NMRA Rail Pass members for $9.95 (6 months).

Regular Registration Includes

- **A ride on the BERTRAM FLYER**

Thursday evening at 6:00 pm. Admission includes a boxed meal for dinner while riding in a standard coach car.

Upgrade to an air conditioned car. See "Extra Fare" on Page 2 of this form.

- **Admission to all non-fee clinics**
- **Admission to non-rail clinics**
- **Entry of your models at the contest room, where you can showcase your skills and all can view and photograph the best model railroad craftsmanship in the LSR**
- **Access to the silent auction and the chance to bid on a variety of model railroading items**
- **Admission to the Saturday night banquet featuring guest speaker Margaret Coel author of: *Goin' Railroading***
- **Admission to the Sunday breakfast and annual Lone Star Region business meeting**
- **The chance to see Central Texas' best home layouts**
- **An introduction to Operating a Layout**
- **Great area rail fanning**
- **Opportunity to select from *optional* Extra Fare clinics and operating sessions**

Hotel Reservations

Wingate Inn
1209 IH 35 North
Exit #253 at Hwy 79
Round Rock, TX 78664
(512) 341-7000

Room Rate: $84*
Reservations must be made at the Wingate Inn by conventioneers on or before:
May 15, 2007

More information at:
www.wingateroundrock.com

* Single or double occupancy. Indicate that you will be attending the Lone Star Region NMRA Convention. Reservations made after the May 15 cutoff will be charged at a higher rate.

§ No ***Hill Country Special Convention*** refunds are given after **May 30, 2007, 5 PM**. Special and extenuating circumstances will be considered by the Planning Committee.

2007 Hill Country Special Convention Fee Schedule

Make checks payable to:
"Lone Star Region"

Mail Registration forms to: **W. Kennedy Gauger, Registrar**
8704 Willowick Drive
Austin, TX 78759
(512) 751-8968

www.hillcountryspecial.org

REGULAR REGISTRATION INCLUDES BERTRAM FLYER RIDE [1]	COST		QTY	TOTAL
Postmarked before 4/20/2007	$85	x		$
Postmarked after 4/20/2007	$95	x		$
SPOUSE REGISTRATION				
Postmarked before 4/20/2007	$85	x		$
Postmarked after 4/20/2007	$95	x		$
OTHER FAMILY MEMBERS				
Minors (6-16; inc. train ride meal, no other meals)	$15	x		$
Children under 6 (inc. train ride meal, no other meals)	$6	x		$
OPTIONS				
Bertram Flyer Upgrade to Air Conditioned Car	$15	x		$
Day pass (does not include meals or train ride)	$25	x		$
Saturday Banquet only	$30	x		$
Saturday Banquet and Sunday Breakfast	$45	x		$
EXTRA FARE				
Prototype Tour: LCRA Smithville Rail Fleet Maintenance Facility (limit - 53) [2]	$20	x		$
Prototype Tour: Two Sawmills – Bastrop, TX (limit - 27) [2]	$20	x		$
Make/Take Trestle Clinic – Black Bear jig provided [3]	$33	x		$
Make/Take Trestle Clinic – Bring HO Black Bear jig [3]	$9	x		$
Soldering Clinic (inc. soldering iron and supplies) [4]	$20	x		$
Operating Session – Wed Evening Deposit [5]	$10	x		$
Operating Session – Friday Evening Deposit [5]	$10	x		$
Convention Denim Shirt Men [6]: S M L XL 2XL 3XL	$30	x		$
Convention Denim Shirt Women [6]: S M L XL 2XL	$30	x		$
Convention Cotton-Poly Shirt [6]: S M L XL 2XL 3XL	$28	x		$
Official Convention Decals (per sheet)	$4	x		$
Non-Rail Clinic – "Let's Bead" (limit 18) [7]	$5	x		$
NMRA Registration for non-NMRA members	$48	x		$
NMRA Rail Pass – 6 Month Membership [8]	$9.95	x		$
Surcharge if not staying at convention hotel or home	$25	x		$
			Total	$

[1] Handicap accessible (please provide advanced notice).

[2] No open-toed shoes.

[3] The $33 price includes a jig. If you bring your own ***HO scale Black Bear*** jig, the cost is $9. Limit is two 24-person sessions. For more information: http://www.blackbearcc.com/LSRTrestleClinic.htm.

[4] Limit is two 25-person sessions.

[5] Fee is a deposit, refunded after operating session is over.

[6] Men's denim shirt is short-sleeved; Women's denim shirt is long-sleeved; cotton-poly shirt is short-sleeved.

[7] Crocheted bead necklace.

[8] To qualify, Rail Pass offer is good in the U.S. only and is for new members and those who have not been NMRA members for two years or more. Rail Pass members can vote, attend conventions and participate in contests, but cannot hold office and will not receive a New Member Pak. Membership will renew at the regular membership rate.

Up The Track

By Bill Dryden

Here is the list of the upcoming railroad events of which I am aware within the LSR. I provide all the information YOU send me or I can glean for these events. Further information is available through the NMRA *Scale Rails* and various trade magazines. Please send any and all information about upcoming events or activities in your area, club, etc. to me via email at bdr149@airmail.net. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change.

LSR Convention: Lone Star Region 56th Annual Convention, Round Rock, TX

The 56th Annual LSR Convention will be held in Round Rock this year at the Wingate Inn and Conference Center, 1209 N. IH 35, beginning Wednesday, June 6th and continuing through Sunday morning, June 10th. There will be excellent speakers and over 50 clinics including some make/take clinics on trestle building and soldering; a ride on the Bertram Flyer from Cedar Park to Bertram and back; prototype tours to Lower Colorado River Authority's (LCRA) Smithville Rail Maintenance facility and two operating sawmills; a superb assortment of area layouts on a self-guided open house tour; operating sessions at several local layouts; auctions, non-rail activities and a model contest with some of ***the*** finest models to be found in all of the NMRA! Convention shirts, decals and other items will be available as "Extra Fare" options. Other attractions will be added as the details become more firm. Check the website (http://hillcountryspecial.net) **Come all!! PARTICIPATE!!!** For more information contact Bob Alston (drtrainrba@hughes.net); 3405 Southwinds; Lorena, TX 76655; or peruse the website.

Recurring events and meetings:

LSR Northeast Texas (NET), Division 3 Monthly Meeting, Garland, TX

Nicholson Memorial Library, 625 Austin St., Garland, TX Third Saturday of each month. For more information contact Duane Richardson (duane@purgatoryanddevilriver.com) or check the Division 3 Page on the LSR website

North Texas Council of Railroad Clubs Meeting, Irving, TX

The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the NTC website www.dfwtrainshows.com for more information about the NTC, its meeting site or its member clubs. All model railroaders welcome.

DFW Area Lionel Modular Group Meeting, Plano, TX

The DFW Lionel Modular Group meets the second Monday of the month at 6:45 p.m. in the Gladys Harrington Library; 1501 East 18th St. Plano, TX. For more information call (972) 422-4330.

Events and Shows:

February 2007

5th **Train Collector's Association, Central Texas Chapter meeting** Mon. 6:30 p.m. Contact: Pat Halpin at (210) 661-4238

10th **San Jacinto Model Railroad Club Greater Houston Train Show** Sat. 10 a.m. to 5 p.m. Adults $6; Ages 12-18 $1; 11 and under Free. Stafford Centre, 10505 Cash Road, Houston, TX Contact: Bob Barnett at (713) 660-8820 or Don Bozman at (281) 481-0352.

10th **Train Collector's Association, Lone Star Division Meet** Sat. 11 a.m. to 4 p.m. Adults $6; Family $9 Katy VFW Hall, George Bush Drive & Ave D, Katy, TX Contact: Pat Halpin at (210) 661-4238

12th **DFW Area Lionel Modular Group meeting** Mon. 6:45 p.m. Gladys Harrington Library; 1501 East 18th St., Plano, TX Information: call (972) 422-4330

17th **LSR/NMRA Cowcatcher Division (Div 1) meeting** Sat. 10 a.m. to noon Lockheed Martin Recreational Association Center, 3400 Bryant Irvin Rd., Fort Worth, TX Contact: Chris Atkins at (214) 222-1285

March 2007

3rd - 4th **J.E.T.T.S. Annual Train Show** Sat. 10 a.m. to 5 p.m.; Sun. 11 a.m. to 4 p.m. Adults $6; Children 12 and Under Free Jaycee Building; Longview Fairgrounds, Longview, TX Contact: Homer Fleischer at (903) 753-9512

10th - 11th **3rd Annual Garden Train Festival** Sat. 7:30 a.m. to 6:00 p.m.; Sun. 10:00 a.m. to 5:00 p.m. Adults $6; Ages 5-12 $4; Seniors (65+) $4; Children 4 and under Free Clark Gardens Botanical Park; 567 Maddux Road; Mineral Wells, TX Information: www.clarkgardens.com; Phone: (940) 682-4856

17th - 18th **World's Greatest Hobby on Tour** Sat. 10 a.m. to 5 p.m.; Sun. 10 a.m. to 5 p.m. Adults $9; 16 and under Free Fort Worth Convention Center; 1201 Houston St.; Fort Worth, TX Information: www.wghshow.com

24th **Texas Transportation Museum 1st Annual B-B-Q Fund Raiser** Sat. 4:00 p.m. to 10:00 p.m. with [food] serving 4:30 p.m. to 7:00 p.m. Adults $20, Children 12 and Under $12.00. Texas Transportation Museum, 11731 Wetmore Road, San Antonio, TX Contact: Hugh Hemphill Hugh@txtransportationmuseum.org The activities will include a bar-b-que dinner with drinks, sides and desserts and entertainment. All proceeds benefit the building of the new TTM Pavilion.

April 2007

2nd **Train Collector's Association; Central Texas Chapter meeting** Mon. 6:30 p.m. Contact: Pat Halpin (210) 661-4238.

14th **2007 Model Railroad "Jamboree"** Sat. 9:00 a.m. to 5:00 p.m. Adults $6, Teens (13-17) $2, Children (5-12) $1 child New Braunfels Civic Center, 380 Seguin St., New Braunfels, TX Information: www.nbhrmsmuseum.org. Contact: Jerry Garteiser (jerryg@gvtc.com), Blue Bonnet Chapter NRHS, P.O. Box 310475, New Braunfels, TX 78131-0475 at (830) 438-7725.

May 2007

19th **Train Collector's Association, Lone Star Division Meet** Sat. 11 a.m. to 4 p.m. Adults $6, Family $9. New Braunfels Civic Center, 380 Seguin St., New Braunfels, TX Contact: Pat Halpin at (210) 661-4238.

27th **27th Annual Lone Star Train Fair** Sun. 10 a.m. to 5 p.m. Amon Carter Hall/Will Rogers Memorial Center, 3401 W Lancaster Ave., Fort Worth, TX Contact: Terry Adams (rtadams@sbcglobal.net) at (817) 732-2117.

MASTERING MODELING "OUTHOUSES"

By Terry and Tracy Mitchell MMR's

This time Mastering Modeling is dedicated to that seldom modeled, usually rural, necessity. We'll give you some ideas and a few tricks to make your own "necessity" just a little bit different. As you all might have read in the last issue of the *Marker Lamp*, Chuck Lind [Contest Chair] announced "The First Annual, Unofficial Outhouse Modeling Challenge", to be held as a separate part of the Contest at the "Hill Country Special" Convention in Round Rock this coming June. After a disappointing turnout of model entries at the Convention in San Antonio, Chuck and Tracy hashed over several ideas to increase the participation in the contest when both remembered something that happened at the LSR Convention in Ft. Worth a couple of years ago. In the contest room at the Ft Worth Convention the (then) editor of *Scale Rails* (Terry Baccus), made an off-hand remark about outhouses. He said "Can an outhouse merit (score 87 ½ points) in a contest?" After that profound statement, a lengthy discussion followed between those that were within earshot and Terry Baccus. The First Annual, Unofficial, Outhouse Modeling Challenge is in response to that editor's ill-conceived remarks. And remember, as Terry Baccus said, an outhouse is considered too simple of a model. That means, that it won't take a lot to get one built. We know there isn't a lot of time between now and the Convention, so get modeling.

There are many misconceptions about potties, privies, biffies, blue rooms, conveniences, necessities, loos, heads, or whatever term you might apply to what we are calling simply "outhouses." Many people don't realize the variety of configurations that the little buildings may come in. There are, depending on the need, many different configurations. There are one-holes, two-holes, three holes or as many as 8 holes as was seen outside the RCMP Barracks in Fort Calgary, Fort Nelson, and Fort Langley. There are even recorded cases of two-story versions. These were necessitated by having heavy snowfall in certain areas. The bottom story would be used in warmer months and then when the snows would come, the top floor would be used. There were some places where the "hole" was built onto the dwelling itself. These of course could hardly be called outhouses, but there was no indoor plumbing, just a hole in a board, over a hole in the ground. We have observed examples of these types in St. Elmo and other mining communities in Colorado. Roof styles abound too. Flat roofs, Round roofs. Slanted Roofs, Peaked roofs with the peak facing the door and peaks on the adjacent walls. Square or rectangle shapes are the norm, but we have seen Triangle shaped ones, and even a 6 sided outhouse also.

The materials used to construct the outhouses were typically wood, with vertical siding butted together with no battens. However, sound building practice was to use whatever material was on hand. In other words - Anything Goes! Horizontal siding such as Clap board and Ship lap were common as well. Corrugated Metal siding or sod can also be used in place of Wood. In the southwest, stucco outhouses were not uncommon. In the more affluent areas, brick was the material of choice. This leads us to wonder where the term, "Built like a brick S**t House" came from. We have even seen outhouses adorned with Decorative Gingerbread trim to match the main house as well.

There always seems to be one consistent feature, besides the hole in the seat, that all outhouses of old had. This is the crescent moon shaped cutout in the door. The crescent moon cut into the door has become a cliche signifying the outhouse. But it had a definite purpose and the moon was only half of the story. A moon or sunburst (often looking like a star) in the door provided light and ventilation, and differentiated the men's and women's privies. The moon, or luna, is an ancient symbol for women, while a sunburst stood for men. These symbols were necessary at a time when very few people knew how to read.
The outhouse of old has a modern equivalent. The Porta-Potty. The railroads even use these. They would put a couple on a trailer and pull it to work sites. Some know them as "Blue Rooms" because of the prevalence of BFI as one supplier. The modern necessity differs from the old in that there is no hole in the ground. The "stuff" is stored in a reservoir under the seat. This created a new industry to remove the waste. Some call the truck that is used to suck the waste from the portable johns, the "Honey Wagon".

When we were kids in the early sixties, we would go to our Great Grandmother's farm in Oklahoma. This farm did not have indoor facilities at the house. She had running water to the kitchen sink, but no other indoor plumbing. We had to use the outhouse as the urge would strike. We were regaled with tales of Black Widow Spiders lurking under the seat, and to make lots of noise as we went in. There was a stick inside for the purpose of beating inside the seat. Terry remembers one summer there was a huge wasp nest inside. No one else seemed to notice it but him. He was confused about the reason for the stick, and he used it to try to knock the wasp nest down. Seven stings later, he was seen hopping outside, pants at his ankles, screaming about the wasps. This story proves two things. The first, is that working outhouses aren't that far out of use. The second? Don't think too long about Terry and wasps. It conjures up too vivid of a mental picture! The Outhouse was used until the Farm was sold in the early eighties.

There are a few urban myths surrounding the outhouses. They usually take place around Halloween and involve the grumpiest of neighbors. There are at least two variations. One involves waiting for the neighbor to "go". Whilst inside, the neighborhood kids would gang up and push over the biffie and the grump would be covered in stuff. We believe this is a myth because, the way the biffies of old were constructed, it would be unlikely. First, a hole would be dug several feet deep, and approximately as big as the dimensions of the outhouse, Then the outhouse would be constructed or moved over the hole. As you used the potty, the stuff would leave your seat, through the seat, and then go down in the hole. The other scenario for the urban myth is more likely to be true. It involves some premeditation. First the outhouse is pulled back, away from the hole in the ground. Then by some devious means, the grumpy neighbor was coerced into following the kids on a chase. The

Continued on page 11

chase would inevitably lead to the area vacated by the outhouse and the grump would fall into the hole, now uncovered. He would be covered in mess. A much more likely scenario. As for pushing outhouses over on Halloween with no one in them. That part is very true and occurred often across the country. Our parents, as well as many of you all were perpetrators of that scenario on many All Hollows Eve's.

The outhouse principle is not that different from what the railroad cars used to have for facilities. There would be a private room, with a seat, and a hole through to the floor. This is where the phrase, " Do not use facilities while the train is in the station." originates. In this environmentally conscious world we live in, one might conclude this was a thing of the past. Not true. It is still common practice and occurs daily on at least one passenger train. When Terry rode the Dayliner on Vancouver Island, they used this principle. The Dayliner runs from Victoria to Courtenay and back daily and uses one or two RDC's. Terry talks of having to go, and standing there while the train was moving. He looked down into the toilet and saw ties and the ground, about 200 feet below. The train was crossing one of the many spectacular trestles at the time. Terry was surprised to see such primitive facilities in use, and in this millennium, too.

For those of you that want to mass produce outhouses, there is a website just for you. Go to this link _http://www.papercreek.com/download.html There you will find instructions and your very own outhouse waiting to be printed out on cardstock, and folded in just the right way.

So once again, here is your chance to pay tribute to that seldom modeled, usually rural necessity. And at the same time, you may enter the First Annual, Unofficial Outhouse Modeling Challenge. You better do it this year, because there likely won't be a second annual event. A "Special" plaque is waiting for the top three out houses that merit.

These are the rules that Chuck came up with: He will be using the NMRA Standard score sheet to determine the winner. That means if you want to score more than 15 points in Conformity you will have to provide documentation. The judges will be the same as the Regular Contest uses. Any scale, size, etc are acceptable. Outhouses can be entered as an Online, Offline Structure or Display. They can be even attached to building so long as they have the "Look" of an outhouse. That means NO modeling a full interior in a building with a bathroom and calling it an outhouse. The definition for On Line Structure is any structure serviced by a Railroad or owned by a Railroad. So a Railroad owned Outhouse and would go in On Line Structures. If you decide to build your outhouse as part of a display, that is fine too. Remember the new LSR rule for Displays is if a structure has scenery past the drip line it is considered a display. Also if your display has other buildings and you would like to enter your out house in the special contest, please tell the contest chair when you enter the model, and you will be required to fill out a separate score sheet for the outhouse too. If the three highest points scored in off line structures are outhouses that means they will get ribbons for offline structures as well as the "Outhouse Special awards" All we are after is to prove that an outhouse can merit and at the same time drum up models for the contest. Good Luck!
Back to modeling now.

Remembering Ed Quinn III

by Bob Ellis

What a Guy! During his prime Ed was never shy about telling us his thoughts and ideas. He was an exuberant talker, and innovative thinker and a friendly friend.

Early on the San Jacinto Model Railroad Club held it's meetings in members homes and several of those meetings were held in Ed and Emelie's living room. Back then the dues were 25 cents for each meeting attended. Ed was certainly one of the club leaders and was always eager to help those new to the hobby. Early innovative train control was done with a transistor throttle (The Tat IV). Only a few modelers understood the function of transistors, diodes, resistors and capacitors. Ed worked at NASA and had acquired a good knowledge of electronics and he helped instruct members of the San Jac.

Ed was a good modeler and on occasion would enter a winning model in the model contest of the Lone Star Region.

Ed was the real instigator of the San Jacinto (Houston) train show. Early shows were called The San Jacinto Model Railroad Jamboree and as I remember the first was held in a motel near Hobby Airport. Which incidentally was close to Ed's home. All members worked on the early Jamborees but Ed was the real originator of the show. In those early shows there was a need for some type of model train display and the idea of train modules was just beginning. Members of the Club developed a group called "The Mod Squad" and Ed was an early member of The Mod Squad. Back then Ed had an operating layout in a side room to his garage but as years went on he was more interested in serving in an administrative role for the various divisions of our hobby than working on his layout and "The Maquin and Western" gradually became a relic that Ed liked to refer to as a model railroad that was temporarily out of service.

My real time with Ed was when he was president of the LSR and then later when he was Southern Vice President of the NMRA. Both of those positions put him on the NMRA Board of Directors or the Executive Council of the NMRA which met together semiannually in different parts of the country. I was serving as the Executive Vice President of the NMRA and was given the task of getting rid of the debt on the NMRA headquarters building. At each board or council meeting we came up with a plan to encourage member contributions. Ed was always there in a supporting role of our proposals. Ed was never shy and frequently he would pop up and help rally the Board members to buy-in to the latest program. With Ed's help and the help of Ben Pearlman and Bob Fisk we made it happen and by the time we were out of office the NMRA headquarters was paid for.

I liked being around Ed at NMRA leadership meetings. He would frequently stand and stretch out his five foot seven inch stature and with a smile on his lips, let us all know "How The Cow Ate The Cabbage" (that is – what needed to be done and how we ought to do it). And Frequently Ed was right on target.

Model railroaders have lost a dedicated member. Ed was colorful, informed, energetic and a true friend to all lovers of model railroading. We will miss him immensely.

Elf 06' or Once Again

by Don Kimmell

Yes, that pesky elf is back again! You know these Train Fanatics; we will do just about anything to get a train ride! And we usually do.

The 06' season started off rather low keyed, what with the layouts about finished, there was not too much vacant space left, so unless we undertook some massive urban renewal, or started some suburban sprawl, there would not be too much building to do. Or so we thought. The Head Elf stated that it would be "nice" if we could add a "few" more lights, increase the population, have it snow some more, add another church, and create a few traffic jams. But he was just asking if it was possible, yea, right. To which the "local" elves stated that "it sure gets hot here in the summer, we lost our local hobby shop," and a few more excuses. Well that didn't work, come June, we have a new A/C unit in place of one door, and the boxes started arriving—the supplies didn't stop till the beginning of November! How were we going to make any toys? That was not his problem. "cope and I would like to see some progress, soon." Back to the workbench, build a new church with addition, put some "pigtails" on 50+ 12volt lights, and start gluing down more people and the 12 "new" fire engines—he wanted some more fire engines, but 12…? We had maxed out both accessories terminals on all transformers, so we needed to add a couple more, well, one of the elves said he had a couple "spare, unused" ones, so he brought them, ran a bus line and said "...have fun." Well, no one thought to check them out, we assumed that they were of the right size, so we hooked up 18 lights at 12 volts each….to a 12 volt, 500 milliamp transformer, needless to say, when power was turned on…. "what is that funny burning smell?" Did you ever see a "melted" cell phone charger…we did! That actually was our only "major" problem this year, not counting the "powered" boxcar….Head Elf wanted a model of the actual Holiday Express, so someone we all know and love, a local MMR, undertook a project to put a power unit in a boxcar, which was great, with one small hitch, the plugs kept slipping out…so stop, call Don—if he isn't on the train, use his cell phone! They did more than once, no biggie, "…just push the white connector down on the black junction box." Problem solved!

The other "major" change this year was the changing of colors…The Head Elf decided he wanted to be able to see the "regular, trained (?) Elves" at the various stops, so "…lets put them in RED costumes…" Well I personally liked the green ones, but…we got to wear RED this year. At each stop we would have a number of "local" volunteers, these wonderful folks would get to wear the green costumes, so Head Elf could see if he had one of the 'regulars' where they were assigned. It worked, of course some of our "weight challenged" elves did seem to look a bit bigger in red—think red blimp—but he was happy and so was Santa.

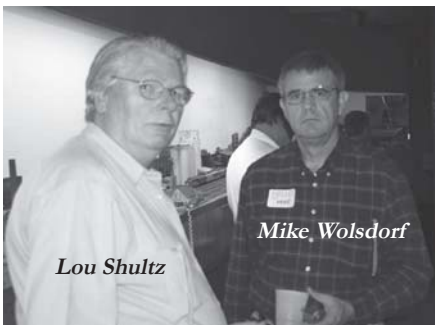
As in years past, our first "show" was Shreveport's Rockets Over The Red festival; with a new start time—4pm. In fact all start time this year was to be 4pm, so we could finish a bit earlier, yea, right! Well at least the weather was wonderful, mid 60s and very mild, no heavy clothes, etc. About 2300 souls and 4 and a half hours later we got to eat dinner, on our way to the next stop, Coushatta, LA…one of the poorest towns in the poorest parish in this state! The trip was only 30 miles, so we spent the night and next morning in an "isolated" siding in the middle of nowhere, pulled in about 3pm, set up and…1800 happy souls later we had dinner at 9pm, early! We did get to fill our water tanks thanks to the local volunteer fire department; did you ever try to fill a 2500 gal water tank with a ½" water hose? Try it some time. Our next stop was Pineville, LA. Traveled all night-or at least 4 hours worth, and woke up the next morning to the wonderful smell of creosote…it seems the siding we would be parked at till just prior to the show was right next to creosoting works/sawmill, interesting, believe it or not, you do get used to the smell. It was interesting, they were processing the raw wood to the finished product...good modeling project, lots of industrial track, really worn buildings and machinery. At 3pm, our crew came on the clock, and backed us into position for the nights show, and already there were over 500 waiting! So we started the show at 3:30pm, and I will tell you, Lou B. was a great help, one of the "local" Elves, he was on the "up" side with me, and he was wonderful! He seemed to know everyone, greeted them with a smile, and invited them to the local "Children's Museum" —where the have their local layout. Great publicity! "Thank your again, Lou" Things seemed to be going great, we were moving everyone along, about 5:30pm we could actually see the end of the line, but…disaster struck in the form of a "local, live newscast", well, the line went out of sight, over the hill, around the corner and….We ended up at 10pm or so with over 3100 for the night, wiped out the local convience store, trashed their rest rooms, no more drinks or ice, and a whole lot of happy kids! The Elves were exhausted! Off to LaPlace! Another overnight trip, but who cared! Supper and off to bed! I was again in the "New Orleans", bedroom "C", in other words, the last bedroom on the train, or the first one for someone sneaking on…so I have to make sure the door is locked each night, or….

La Place was next, arrived about 9am after being "Y'd", so we could make a quick getaway, no just needed to be headed in the right direction for future stops, backed down about 5 miles to a siding one block off the main drag, talk about "high" visibility, wow, no sneaking into town. Oh, yes we were stuffing bags every chance we got; we never seemed to have enough! In fact, when we got some local talent, we had them stuff, and then some more, and more and more……The line started forming at 3:15pm, Santa made his appearance, and off we go…average wait in line was about 90 minutes, but everyone, with one exception(I will tell you who in person only)was happy. At 9pm, the local law enforcement shut the line down in Marti Gras fashion—put a couple of police cars at end of line and herd them…it worked! Something about a school night, etc…2900 visitors and we were done, early supper, and spend the night in the same place. Our traveling Sheriffs Deputy, we have one for the whole trip, had a long night…got to keep an eye on things. A number of folks seemed to think that because the business train was there, they could just come on board and look around…well, that's where we live, how would you like people wandering through out you home? Hence our own personal Deputy…Officer Mike!

Continued on page 14

The Crescent City Model Railroad Club 50th year

by Louis H. Schultz



The club was founded by three teenagers in August 1956 (Can't recall the exact date) at my folks' garage at 3717 S. Prieur. The other guys were Mike Power and Sydney Weaver. Mike is an attorney in Kenner and Syd was living in Texas in the mid-90s when I lost track of him. We all had layouts and lived in a triangle in Broadmoor. After about a year and a half we made a decision to pump up my layout to the size of 12' by 20'; a point-to-loop with pop-ups and sort of a bowl of spaghetti. Around this time, Andy Sperandeo came over and joined—we made him Vice President very soon. Andy got a bunch of fellow students into the club and we were operating, sometimes with a DS in a separate shed. Along about the summer of 1961 Richard Boutall came around and joined.

I was called to active duty in the navy during the Berlin Crisis in fall of 1961 and my folks were planning to move, so we rented a truck and moved the layout to Boutall's parents' home at 1521 Lakeshore Drive. The layout was revised to fit in the attic and a double-track hidden loop was added outside of the enclosed attic.

A notable member in these years was Mike Shepard. Jack Shall was also in the club. Later on, Jon French sort of replaced Mike Shepard. Visiting the club in the mid-1960s was Bill Williams.

About this time Dwayne Berry, a Brass Collector who had the beginnings of a nice layout in his single car garage, made an offer that we could pump up his layout and it would be the club's. We added a 10' by 10' extension on the back of his garage and started working on making his layout bigger. Then I got busy repairing Hurricane Camille's damage to my wife's parents' summer home in Pass Christian. Before I got back to the club, Dwayne Berry was transferred by TV Guide to Seattle, selling his home and moving. He offered the layout to the club but we had no place to put it. So Layout III was stillborn.

A couple of guys, including Charlie Wick, had been helping me floor my attic at 5615 Woodlawn Place in Lakeview where I was planning a big 52' by 13' C&O layout. They convinced me that I should let the club in to build some temporary layout until a new club location could be found. So we started meeting there on Friday Nights (before that the meeting night had been Sunday, but Friday was my wife's choice). Then, a strange thing happened. Most of the guys dropped out of the club. Charles Wick took a job with the MP in Addis. Bob Rhimer? Resigned and gave me the treasury. Kent Courtney was an apprentice member on vacation to the Northwest? I was the last regular member!

Then, new members came out of the woodwork. Within two months we had over 10 guys coming and working on the layout. Mike Palmieri brought his two future brothers-in-law, Joe Scorsone and Bob Scorsone, and Bill Williams came too. Then we had James Christopher, Archie Diebold, John Kirkpatrick and Dan Crawford. I think Joe King and Kenny Scoza came over a little later., also Mike Cosgrove. We pumped up that layout to a twice around Point-to-Loop with about 7 intermediate passing sidings? Operation was fun and a bunch of guys learned about it.

Then Dan Crawford started a revolt. We had over $600 in the savings account. He wanted to build "snap track" modules and install them in my attic with money that previous members had accumulated. I agreed that the CCMRC could do anything they wanted to do with the money, but not in my attics? Well, he and Archis Diebold quit the club.

Since I was going to Law School at the time, I finally had to shut down the meetings at my home except during Christmas breaks, etc. The club had meetings at other locations and came up with a plan to build a building in Jack Kasdan's back yard. Then, some guys, including Kasdan, formed another club, NOSME, and rented a loft in the 1500 block of Magazine. About 10 guys stayed with the CCMRC.

In January 1973, Joe King advised me about a building in Metairie that was for sale. I looked at it on the way to the airport where I flew up to Hartford, Conn. for 2 weeks training. I wrote Any Sperandeo a letter, a copy that I still have, suggesting that "if ever the CCMRC would stick its neck out, they should do it for this building."

When I returned from Hartford I got to work, visiting Commonwealth Homestead to discuss financing. I was able to put a package together and the CCMRC also issued bonds for $25 each. I got 3 other guys to put up $250 when I put up that amount. One other member put up $800. With that and $800 the club had in savings and another personal loan of $50 from me, paid back in 2 weeks, we were able to buy the building for $16,000. We promptly raised the Fire Department's rent to $50 and also had a dancing school paying rent.

It was not too long after the purchase on May 10, 1973 that we started building Layout V. Bill Williams scored a great deal to get us a lot of lumber for the layout; board after board of old 1 by12s from which we ripped into 1 by 4s. Joe Scorsone did a great job of getting air conditioners working in those early years.

Sorry, but I have not mentioned all the members that came and went in those early years, but hit on some high spots.

Discusing the Crescent City club, George Simmons, Mike Palmieri and Lou Bagma

For the Narrow Minded…

By Duane Richardson

For some unknown reason I have suddenly found myself with time to get into my train room. I'm still trying to figure out how it happened, but I'm not going to question it. P&DR K-27 #23 traveled from Timberline to Black Rock over the Christmas holiday while testing the new mainline grade. A few more drops need to be soldered up and ballasting will begin. It's nice to see a train running out there for the first time. The new C&S and RGS Micro-Trains Reefers make for a nice looking cut of cars and they run really nice too. With their cars and the new releases from Blackstone and MMI coming soon, it should be a good year in HOn3.

Over the last few issues I've talked about unusual cars of the narrow gauge and I thought I'd spend this year talking about the unusual places. Now, as a Colorado based modeler the first place that sprang to mind was the Ophir Loop. It's probably the best known of the truly unique places in the narrow gauge world. Instead of going for the obvious I thought I'd start just over the mountain from there in the tiny town of Silverton.

Silverton, Colorado played host to 4 different railroads over the years. The D&RGW came in from the south and Otto Mears built 3 different railroads out of Silverton to reach the mineral-rich mining towns to the north and in hopes of reaching Ouray. While he was able to reach many of the towns he, came up just a few miles short of being able to reach Ouray from the south. The Uncompahgre gorge was just too big of an obstacle and was just too far to go around. To reach Ouray would necessitate the building of the Rio Grande Southern.

One of the railroads that Otto pushed north from Silverton was the Silverton Railroad known as the Rainbow Route. Construction of the 17.5 mile long road began in 1887. It had 3 bridges and was mostly curves. Some of these curves had a minimum 30 degree radius (VERY sharp for the prototype) and had a section with a 5% grade. There were also a couple of switchbacks used to gain elevation in the small area available.

Once the switchbacks were surveyed it presented a new problem. The D&RGW Class 60, 2-8-0 Baldwin locomotive that Otto had purchased didn't track well around the sharp curves in reverse and especially in the snow. On top of that, with the grade being so steep through the switchbacks, the locomotive had to be in the lead going both ways. This brought about a truly unique solution in the building of the Corkscrew Gulch turntable.

The Corkscrew Gulch turntable was a covered, 50 foot turntable that was on the mainline. Construction began in the spring of 1889 by Chief Engineer Charles W. Gibbs who would later write about this engineering marvel for the American Society of Civil Engineers in September 1890. Built between Ironton and Red Mountain Town, the turntable featured two entrances and 1 tail track. It was also designed so that the turntable was down grade in both directions. The design was simple; they would bring the train up hill or down hill with the locomotive in the lead. They would cut off the cars, turn the locomotive and pull it onto the next grade of the switchback to get it in the clear. Next, they would let the cars pass through by gravity. The train was coupled back together and would proceed to the next town. This was not only a safety feature for braking and train compression, but it was also necessary for the locomotive to be in the lead to switch the mine spurs at the Silver Belle mine.

In the few short years leading up to the Silver Panic of 1893, the railroad averaged 3,600 cars of traffic a year. After years of decline, a lack of traffic brought about abandonment in 1922. Portions of the Silverton Railroad right-of-way became the base for the Million Dollar Highway and a historical society in Silverton is acquiring the land to preserve the site of the turntable.

The small locomotives, large mine structures and the rugged terrain would make this a wonderful challenge to model and the Corkscrew Gulch turntable makes the Silverton Railroad a truly unique narrow gauge railroad.

Until next time...keep the boiler full, the fires hot, and the wheels on the rails.

Continued from page 12

Next morning we were off to Gonzales LA. Didn't leave till noon, had to wait for some local dignitaries who wanted to ride. Short ride, only 30 miles, arrived at 1pm or so, just at the end of recess at the local school, which happened to be almost on top of the tracks; to say we were given a warm welcome is an understatement! Picture 500+ kids and a chain link fence….it is going to be a long night. I must say, the local folks in Gonzales do know how to put on a party! We had a ton of local law, fire, civil defense, homeland security, politicians, and who knows who else show up, and there was a jambalaya cook-off too! It was one of the best organized shows that I have ever been part of, the Police Chief was present all night long, I wonder if he is up for election? We ended up starting at 3:30pm, finished at 9:30pm and boarded over 3400! I was a bit beat, but had some wonderful food, and met some of the friendliest Cajuns you have ever seen, been invited back for every festival imaginable, and them some! Off to Southwest Louisiana for our next three stops.

One of the sights I wanted to see was the Huey Long Bridge, I was sleeping on the way south, but I was determined to be up for our northward trip. I did, neat!

I was getting off for a couple of days, business, and would miss (yea, right) the next leg of the trip.

Well, due to press of business, I only made one more stop, Vicksburg, the "jewel" of the Mississippi! Only problem was that the weather had turned a bit chilly, like 30 degrees or…back to the layers, looking like some overstuffed red cushion! But the crowds were great, and the coffee and hot choc was flowing along with the Yazoo! We set up alongside the river. Like it is about 20 yards away, fun! It ended up being a "short" night, we quit at 8:20pm after 1800 visitors. Not too bad, early supper, then back to Shreveport and the turn North. I got off again, went back to the real world for the rest of this years trip.

Final results were, 24 stops in 24 cities and towns in 24 nights with over 42000 visitors—that is a lot of bags, and yes I will do it again!

Secretary/Treasurer's Report

by Elbert Smith

LSR Financial Accounts:
For the period of October 1 through December 31, 2006:

Beginning Checking Account		$ 7,909.68
Vanguard Money Market Accounts Total		$36,506.12
Funds Held For Div. 1 (Not LSR Funds)		$ 1,700.97
Total LSR Net Worth – All Accounts		**$42,714.83**
Income		
Ad, Dealer	40.00	
Ad, Pike	96.00	
Cars & Decal Sales	7.00	
Subscription Income	6.00	
Vanguard MM (General Fund)	238.31	
Vanguard MM (Convention Fund)	129.52	
Vanguard MM (Life Fund)	127.82	
Subtotal	**$644.65**	
Disbursements		
Marker Lamp Print & Mail	1,032.14	
Subtotal	**$1,032.14**	
Transfer – Check Acct to Vanguard MM	$5,000.00	
Ending Checking Account		$2,522.19
Vanguard Money Market Accounts Total		$41,506.12
Funds Held For Div. (Not LSR Funds)		$1,700.97
Total LSR Net Worth – All Accounts		**$42,327.34**

New Members – Please take note of the following members new to the NMRA/LSR. Say hello, and get them involved in the LSR and in your Division's activities.

Joe Batson, Ft Worth, TX	John Wallace, Duncanville, TX
Gary Berger, Arlington, TX	Dave Le Blanc, Austin, TX
Howard Boyle, Watauga, TX	Cecilia Gill, Galena Park, TX
Darrell Cowles, Watauga, TX	Jim Harris, Arlington, TX
Kenneth Dunaway, Ft Worth, TX	Shannon Altazan, Baton Rouge, LA
James French, Burleson, TX	Enid Chandler, Metairie, LA
Jerry Fussell, Mansfield, TX	Paul Clark, Harvey, LA
Chris Galvin, Arlington, TX	Werner Keidel, Metairie, LA
Jonas Grant, Grapevine, TX	Charles Bowman, College Station, TX
Don Hays, Ft Worth, TX	Dick Peterson, Manor, TX
Dave Kohlor, Ft Worth, TX	Jay Roberts, Leander, TX
Leonard Opdenhoff, Arlington, TX	Bill Smotrilla, Austin, TX
Leo Palitti, Ft Worth, TX	Michael Bodak, Pasadena, TX
David Robertson, Ft Worth, TX	James Younts, La Porte, TX
Tripper Stiles, Haltom City, TX	Richard Gardner, New Orleans, LA
Connie Stiles, Haltom City, TX	Robert Singleton, Jarrell, TX
Joe Williams, Ft Worth, TX	Gary Danford, Alamo, TX
John Esteve, Metairie, LA	Jonette Walker, Hineston, LA
Blake Bymes, Dallas, TX	William Collier, Kingwood, TX
Jack Coleman, Duncanville, TX	Catalin Loghin, Pearland, TX
Travis Glass, Frisco, TX	Lourdes McCleary, Kingwood, TX
Kenneth Marcoux, Irving, TX	Bruce Rodriguez, Houston, TX

Election Time

If you are considering, or if you know someone that is interested in, running for one of the LSR elected positions this spring please let me know. The positions that are up for election are Division Directors for 1, 3, 5, and 7. Also the positions of Secretary-Treasurer, Vice-President, and President are to be elected. Con-

Company Store

	HO		N-Scale
Casey Lines	Out		$ 7.00
Crescent City Lines	Out		$ 7.00
Texas & African	$5.00		$ 7.00
Waco Austin & Bryan	$5.00		$ 7.00
Anniversary Car 1951	OUT	per set	$40.00
Anniversary Cars 2001	OUT	per set	$40.00
ITC - Bob Clarke	$10.00	per set	$40.00
Supreme Feed - John Lott	Out		$12.00
Quin Lines	$14.00		

Check your layout and be sure you have one of each *special run* Region car. If not we can take care of the shortage post haste.

Other items available

Cloth Region Patches	$5.00 each
Auto/Window Region Decal	$ .50
HO&N Scale Nevadun Decals	$3.00 per sheet
HO&N Scale Daw Cha Southern Decals	$3.00 per sheet

Shipping

Please add $4.00 for up to 3 cars and add $1.00 for patches and decals

Eunice Linda, Dispatcher
3028 Cumberland
Waco, TX 76707-1219
254-754-5535
E-mail: jlinda@hot.rr.com

Cowcatcher Division 1

by Chris Atkins

Happy new year to you all. As I write this, things are a little icy here in the Cowcatcher Division. Hopefully you have all thawed out by the time this issue of the *Marker Lamp* arrives.

With the cold weather came the annual Plano Train show. While not in Division 1, it is in neighboring Division 3 and the Cowcatcher Division has obligations to the show as a member of the North Texas Council or Railroad Clubs. This year, we had three outstanding division members volunteer to provide clinics for the train show: Denny Bullard, Steve Willis and Jerry Shoenberg. Hopefully the cold, rainy weather didn't have too much effect on attendance.

I did have the opportunity to run into a young modeler at the show named John Crews. John is a 15 year old member of the Denton Area Model Railroad Club and a huge Frisco fan. A couple club members have recommended John for this year's Division 1 youth scholarship. I was happy to see John volunteering to not only run trains at the show, but was taking his turn at the information table. I have submitted John's name to the youth Chair Tom Browning. If you have a young person in mind for next year, please email me his or her name.

Many of the participants in October's H.O.O.T.E.R.S. were from Division 1. As always, the Houston group were great hosts, and can be proud of the many fine operating layouts offered. Next year it is our turn. The Dallas/Ft. Worth Interchange will be this fall and several Division 1 layouts will need to step up in

order to host the 50 or so operators from Houston, Tulsa, Austin and Baton Rouge.

In November, the division participated in the Ft. Worth train show. At that show, I presented a clinic on beginning yard operations. We also are responsible for providing 600 name badges. Also, part of my work on the dfwtrainshows.com is credited towards the division.

Our quarterly meeting in November was a great success. Three members answered my call for digital photos of their layout progress, including first timer Mathew Latham who brought some nice shots of prototype railroads in Maine and Europe. I also showed slides from my trip to Houston and recapped my yard operations clinic.

We also talked about the Cowcatcher Roundup. Tim Blackwell has decided to expand his fine magazine beyond that of a division newsletter to attract a wider audience. I fully support Tim's efforts in this. While it is great having a local magazine that is focused on our immediate area, it has really evolved into a state wide publication and can be found in hobby shops across the southwest. Look for a special subscription offer to Division 1 members.

It is also time to start thinking about the 2009 convention. Duane Richardson and I received calls from Bill McPherson in November and we had a chance to talk about the upcoming convention with Jerry Shoenberg and a few Division 3 members after the Division 3 monthly meeting in December. Of course, it seems like we just hosted a convention, but starting in 2009, Dallas and Ft. Worth will start hosting the convention together. One of the first tasks is to find a convention chair. Also, it is time to start working with a convention hotel.

The next division meeting will be February 17th at the LMRA administration building on Bryant-Irvin in Ft. Worth. For more information email me at chris@railroadmodelers.com.

Bayou Division 2

by Jack Green

Another year came to a close within the Bayou Division and this is one Director that is looking forward to 2007. Having had a number of personal situations that required non participation in this wonderful hobby of ours, I am looking forward to a year which sees another increase in membership, new layouts becoming realities and renewed and new friendships.

The Crescent City Model Railroad Club (CCMRC) took center stage by celebrating their 50th year in grand style plus putting on the usual three week end Christmas and open house fund raiser. One of the founders, Louis Schultz presented a recap of the "early" years (see feature story on page 13 of this issue) which eventually evolved into the great layout and dedicated membership that exist today. The Club continues to function and grow with a number of members re-located during the Katrina Experience and a major increase throughout South Louisiana for higher insurance.

North East Texas Division 3

by Duane Richardson

Winter finds us in the annual DFW train show season. The Plano Show wrapped up and even with the bad weather the turnout wasn't too bad. While normally this would be the end of the show season, many of us are also working hard to prepare for the upcoming World's Greatest Hobby event in Ft. Worth. From the WGH shows, we will have the 10th Annual Division 3 meet in April and the LSR annual convention in June.

Here in Division 3, we are preparing for our monthly meetings as well as the Annual Division meet. We are planning for mid to late April again, but we do not have a firm date at this time. Please check the Division 3 webpage, as details will be published as soon as they become available. We are trying to get the same location that we have used for the last several years. The monthly meetings have been very well attended over the last few months as we have been working on our series of scratchbuilding clinics. Bob Brendle and I have been working to complete the models for these clinics and will present the completed version at the January meeting. In February, we will have a clinic on decaling models. This may also include a short weathering clinic that relates to decaling. We are always looking for someone to give a clinic, so let me know if you are interested.

Cen-Tex Division 4

by Bob Alson, Jr.

There hasn't been much train show or other organized activity to report in the division. The biggest news is in the Hill Country Special convention report which can be found somewhere else in the *Marker Lamp*. It is going to be a great gathering and you WILL regret missing it if you do. I'd like to point out that many of the tours and clinics are limited attendance, so be sure to sign up quickly so you get what you want. I'm looking forward to seeing you in June in Round Rock.

Division 5

by Dave Lamberts

Division Five elected a new board of directors in December.

They are:	President	Javier Rosales
	Vice	Randel Bittick
	Treasurer	David Lamberts

Secretary	Jack Seay
Librarian	Al Fox
At-large	Terry Chancellor
At large	Curly Bunting
At-large	Joe Price

Every February, the LMRA has a live auction to help generate money or the club. I, for better or worse, am the auctioneer. The rules of the auction are as follows: The owner of the item will bring it to the auctioneer with the auction form. The owner will fill in the five CAPITALIZED items on the form:

a. The scale
b. A description
c. The seller's (owner's) number.
d. The minimum bid (if any).
e. The "percent to club" the seller will donate to the club. The club takes 10% as a minimum. The auctioneer will fill in the item number.

The club member's bidder/seller number will be listed on a sheet of paper in the auction room. It is your bidding number and your seller's number. You will need it to participate in the auction. Look up your number and get your corresponding paper plate with your number on it.

The auction will be conducted in the "classical" format with the auctioneer attempting to sell the item at the highest price possible. He will read the item description to the club and note the minimum bid, if any. He will hold up the item for the group to see.

The bidders will all have their paper plates with their number on it provided in the auction room. If interested in an item, the bidder holds the plate in the air so the auctioneer can see the number. KEEP IT IN THE AIR UNTIL YOU WISH TO STOP BIDDING. Do NOT raise and lower your plate, just keep it up until the price exceeds your comfort zone. The winner is the last bidder with his number in the air.

The auctioneer will note the winning bidder's (buyer) number on the auction form and the amount of the winning bid. He will subtract the percent of hold for the club and calculate the remaining amount due the seller. The winner then claims his or her item, pays the price to the buyer's table, and the seller gets that amount less the percentage that goes to the club.

For example: the seller places a boxcar with a minimum bid of $5.00 and the minimum 10% going to the club. The boxcar eventually sells for $10.00. The auctioneer notes the winning amount of $10.00 on the auction form and notes $1.00 (10%) going to the club. The seller receives $9.00 from the seller's table ($10.00 - $1.00 = $9.00). The club keeps the dollar.

The club member may "check out" anytime. It is NOT necessary to wait until the end of the auction. The seller's table will have enough cash at the start of the auction to pay off any seller (less the percentage going to the club). Likewise, buyers may bring their money to the buyer's table any time at their convenience.

The membership has a lot of fun with this and the money generated has allowed us to resist raising dues. If anyone is interested in the exact details (including forms, money handling, etc.) please contact me at DavidWL1944@aol.com.

On a personal note, after years of procrastination, I am going to build a module.

Best wishes for the New Year.

Division 6

by Fred Bock, MMR

Happy New Year!

If the face in the photo is unfamiliar, here's why. Last year's Division 6 Director, **Doyle Bond, MMR**, resigned in mid-November for personal reasons. He's still active in the hobby; I saw him the other day working on the SAMRA layout. We all wish him well and hope to see him at LSR and local events.

Most of the "coming events" in Division 6 are in the "Up the Track" column. But one that is not takes place in "the Valley" between now and the end of April. The **Rio Grande Valley Rails** (RGVR) participated in an open house for the start of the exhibition of **Dr. John E. Huegel's** photographs of Mexican railroading at the **Harlingen Arts & Heritage Museum**. Dr. Huegel is the General Manager of the O-gauge Ferrocarril Aguascalientes y Zacatecas in Raymondville. The exhibit will last through the end of April.

In San Antonio: On Saturday, January 15th, the *San Antonio N-Trak* (SANTRAK) club held a "T-trak" meet and run session at the Amber Oaks assisted-living facility. Members brought their N-scale T-trak modules and created an "L"-shaped T-trak layout on 5 dining-room tables. Many of the Amber Oaks residents were disabled or in wheelchairs. Their eyes lit up and their memories of train travel from their youth and young adulthood came flooding back as they watched the passenger and freights speed past. The most heartwarming thing I saw is that, by the end of the session, members of SANTRAK were sitting at tables with the residents visiting, working jigsaw puzzles, and playing dominos. One sweet little lady gave 6'+ member **Gary Gilbert** a hug and a kiss on the cheek and said "Now ya'll come back real soon, hear?" It's great that our hobby brings such pleasure to our senior citizens.

From Corpus Christi: the good news from the *Corpus Christi Model Railroad Club* (CCMRC) (per **Tim Lyons** and **Bill Olsen**) is that their clubhouse roof has been repaired and is in good shape. If you didn't know, the CCMRC leases an old firehouse from the city of Corpus Christi as their club building and have done some major renovation work repairing storm damage to the roof from several years ago. They have removed most of the interior walls and now have a large HO layout occupying the building, and are converting to DCC. As a club, it's always good to have your own roof over your own head.

The *Gulf Coast Society of Model Railroaders* (GCSMR) still has its home in the Sunrise Mall, according to **Bill Smith**. A mall location is ideal for promoting interest in our hobby, and I hope they got a good deal of traffic over the Christmas holidays.

The news from **Mike Huber**, **Andy Crocker**, and **Vince Smith** of the *Gulf Western Modular Railroad Society* (GWMRRS)

is that they have continued to upgrade and rebuild their modules into a popular attraction at many of the local model railroad train shows. One of their newer module sets portrays a Gulf Coast intermodal port with a 6½-foot container ship, dockside cranes, 89' container rolling stock, and containers everywhere. The module size was expanded to 54" width in order to portray the scene in it's proper depth. The GWMRRS has developed a set of standards to promote reliable operation that I hope they will share with us in a future *Marker Lamp* article.

Finally, the GWMRRS has also been restoring, rebuilding, and installing a donated 8'X10' HO layout in the lobby of the **Driscoll Children's Hospital** in Corpus Christi. The hospital built a special room just for the layout, with a glass wall between the layout and the hospital waiting room so kids waiting for appointments in the Outpatient Clinic can start the trains and watch them run. The members meet at the hospital one evening a week to work on the layout; their latest addition is an amusement park with operating roller coaster – one of Walther's latest kits. The kids love it!

Moving south to the Rio Grande Valley, the news from president **Frank Jacobson** of the *Rio Grande Valley Rails* (RGVR) is that the club has 3 operating layouts ("N", "HO" and "O") at the Heritage Manor, 202 S. First Street in Harlingen. They are open to the public on Saturdays from 10am-3pm. According to the "Valley Morning Star" newspaper, the 33 members comprise "the Valley's premier railroad club" (February 2, 2006). Frank and the guys have garnered some nice publicity over the past year, including a near-full front-page article this past Christmas.

If there's news of your club or layout, please let me know so we can share it around the Division. . . and remember: ***"Don't Just Belong . . . Participate!"***

Division 7

by Don Kimmell

Happy New Year, I do hope everyone had a gift (trains) filled Christmas!

New Business—let us not forget the upcoming JETTS Longview Train Show. If it is anything like last year, it should be a good one. I know Homer sold out all his tables, and then some! I know the folks here in Shreveport are doing their best to help out! On this subject, while the Ark-La-Tex crew was set up at the Shriners Hospital- again this year-3 weeks-back by popular demand! - I did an interview for NPR (National Public Radio)-Red River Radio. They came out and we taped over an hours worth of my ramblings, and managed to condense it down to ten minutes! Then broadcast it the following Monday morning/evening drive time. I did get a good plug for the JETTS Show, and a promise to get me back come February to do a bit live promo. It was a lot of fun, course you lose a bit not having the visual, but any FREE PR is good for the hobby.

Speaking of the Hobby, Shreveport now has a NEW train store, "Trends and Trains", it has been open a couple of months, and they are building up their stock, they are more than will to order anything! Very nice people, trains take up about 75% of the store, mainly HO, with some of all other scales, besides it is not too far from my business, so I get to visit a bit more.

As usual the Fall Train Show Season was a busy one for North East Texas, North West Louisiana what with 3 of them, the Cotton Belt Tyler Tap show , last weekend in October, the Tap's Marshall show the next weekend, and two weeks after that the Bossier City Show. Busy, busy, busy…. the Ark-La-Tex Modular Club did the first two, had a great time, good crowds (700+/-), and found some good bargains. By all accounts the Bossier show was a success, good numbers all around, everyone had a good time and spent some money (I got that from a couple of Vendors)!

While riding this year (2006) KCS Holiday Express, I had to chance to visit with a few modelers from around the state, in fact a certain gentleman from Alex, was an "Elf" when we visited Pineville. Lou, in case no one told you, you were a great help, we really appreciated it. It really helps when you have someone with some "local" knowledge. I also heard that the layout at the Children's Museum is a tremendous hit! Way to go!

So, in closing, let us not forget the "JETTS" Longview Train Show, FIRST weekend in March, hope to see you there!

Texas Gulf Division 8

by Ray Byer

Greetings from the TEXAS GULF COAST (DIVISION 8). Some great news in the Division, we have a new **Master Model Railroader (MMR) number 389 Steve Sandifer**. I hope all of his hard work inspires all of us to get up off the couch and start finishing all of those kits and dreams of a layout that we have started, but never have time to finish. Again great job Steve.

The Division held its first meeting of the New Year on Jan 13, 2007 at Papa Ben's Train Place. This meeting was well attended by local club's foremen and members of the Division. Lot of good ideas were talked about and kicked around for up coming events (to be named later). We are going to try to start sending the **Way Bill** out by e-mail, for those who would like to receive it that way or by mail.

Plans are moving forward on the 2008 convention in Houston, Texas. Loren Neufeld (Chairman), Kelly Russell (Co-chairman) and all the volunteers have been and are still working hard on the details to make it a great convention in 2008.

The division will be having a General Membership meeting at Papa Ben's Train Place on Feb 24, 2007 at 10:00am. At this meeting we will be voting on some constitution changes that we as a division need to make. Well, this is all for now. I will be looking forward to seeing all of my friends in Round Rock for the Hill Country Special later this year.

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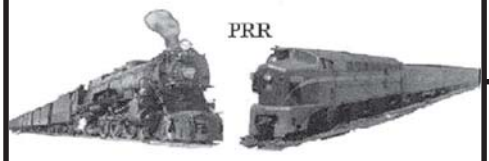

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